British Admiralty Has Achieved a Remarkable Record in Recovering Vessels Sunk in War Time, and Is Rapidly Increasing Its Work

excellent results which have attended

(From an article in The London Times | waters, and take no account of the

GREAT deal of speculation has salvage operations in other seas. turned on the outlook in the A Notable after-the-war period for salwork in connection with the hundreds of merchant ships In the lay press antici- and weights which until now would pations have been held out that it have been deemed impossible. It was be possible to raise the Lusi- formerly considered that the limit in tania and some of the other large weight for lifting from depth was 1,600 liners which have been sunk, or at tons, but this figure has been considleast to salve the imperishable cargoes. erably exceeded with the use of wire deep water so that they may be writ- plosives.

cantile marine.

Organization of
The Department

It is of interest, however, to turn from these vaniful straining to the actual work which has been accomplished by the Admiralty Stavage Department since the autumn of 135, when the savings of merchant ships was first definitely undertaken under the core the war the Admiralty had no salvage section, but relied on private firms to undertake number of the firms to undertake number of the firms of undertake number of the firms of the straining within that category in connection with war vessels. When on the outbreak of hostilities, it was decided to form a salvage department the only sources from which this department with war vessels. When on the outbreak of hostilities, it was decided to form a salvage department the only sources from which this department with war vessels. When on the outbreak of hostilities, it was decided to form a salvage department the only sources from which this department with war vessels. When on the outbreak of hostilities, it was decided to make the deck. After considerable difficulty form a salvage department the only sources from which this department with war vessels. When on the outbreak of hostilities, it was decided to make the deck. After considerable difficulty form a salvage department the only sources from which this department of the force of the

the autumn of the year 1915 the work Salving a of salvage was mainly confined to war-ships, but the magnitude of losses of Food Ship

were loss as constant camp of the Skylege Department. Work which has taken
many days to carry out may somethe system of the stockhold and set
they were losing proposition, just the
they come in the proposition of
the proposition of the the proposit

the presence of the gases has been desceted and the routing corroom garaged with the special preparation of which the antidate consists.

The extent of the work done may be gathered from the statement that of May, 1918, 19

Higher Fares Only Traction Service Salvation it will be for everybody."

Labor Leader Says It Is Either Increase or Break

By John J. Leary, Jr. OOKED at from any angle, the to charge higher fares. It is not a quesand the position of which is fairly in the lifting of vessels of sizes costs. It is not a question of caring

So William D. Mahon, international tion of Street and Electric Railway Em-

jected owing to the heavy cost and the --men with twenty

ly. They ask for more money, for permission to charge higher fares, and there they stop.

"Take the case in Buffalo as an example. There, where it was a case of holding men in the business and not of striking—of keeping them from going to work in other industries—the council sent the question to the Public Service Commission. The Public Service Commission passed the buck back to the council, and now the court has held that the question must be decided by a support of the council of

def always was mainly confined to serve ships, but the maniptitude of losses of marchant ships, through the maniptitude of losses of losses of marchant ships, through the maniptitude of losses of losses

will have to be allowed sooner or later. The sooner they are allowed the better

Higher Fare if Men Get Wage Increase

Chicago Traction Owners Say Public Must Provide More Revenue

asked for and avoid bankruptcy. The demanded wage increase would add \$7,000,000 a year to payrolls, and if the men are allowed only half what they ask the companies would have to charge the public a 6-cent fare to obtain the \$3,500,000 and a year to payrolls, and if the dever, which confused sentiment and led to evening up rather than an aggressive position on the market, and were over 600,000 bushels in excess of the previous week. The local cash market was weak.

It is pointed out, however, that if the

particularly streetcar systems.

The railroad administration has its

The railroad administration has its eye on government representatives soliciting railroad labor. A circular is sued by the various regional directors directs that "under no circumstances that of control of choice with them—it is a question of choice with them—it is a question of getting enough to live on.

"The best that we have been able to do is to refer all the cases as they come up to the War Labor Board, of which Mr. Taft and Frank Waish are the chairmen. Otherwise there would have been strikes all over the country.

"When we ask more money for the with twenty years and administration has its eye on government representatives soliciting railroad labor. A circular is sued by the various regional directors directs that "under no circumstances should representatives of the government departments be permitted to place on railroad bulletin boards, at shops or other points, literature expressing the urgent need of the government for mechanics, nor authority granted to address employes during the noon hour, or at any other time for the purposes of influencing the men to leave railway service for employment in other industries.

Tea Formosa, per lb	. 7.5 83	80 80 8	1
Coffee Futures Holi market.	day	in	t
Contract: el	lay's ose. 8.27	Pr	ev

- Commodities -

Industrial

Cotton

charge the public a 6-cent fare to ob- doubtless more effective than they \$3,500,000 extra revenue might otherwise have been, owing to the easier technical position created by recent advances. Washington advices War Board should authorize a 6-cent fare it would be in contradiction of the city franchise provision under which the traction companies operate. One answer to this objection is that precedent permits the board's recommendations to prevail over local ordinances.

Heads of the traction companies be-Heads of the traction companies believe that with all facts and figures in
their possession public, authorities
must decide with equity. It is felt that
the government or the public is anxious to see no further financial tangles

advantage of the traction companies besible increase in shipping facilities and
the opposed actual price fixing. Other advices were more inclined to favor the
price-fixing proposition, leaving the
matter entirely unsettled, and there was
doubtless a disposition to even up acious to see no further financial tangles
that connection

were ralises of some 15 to 25 points from the lowest.

At the low point of the morning July showed a net loss of 15 points, and later deliveries of 35 to 45 points, with October selling at 25.02, or 76 points under the high prices of Friday morning. That delivery closed at 25.25, and trading was comparatively quiet after the execution of stop orders on the

Cash	Yesterday's l close. 33.50	close.	Year ago. 26.75
uly October Occember anuary Iarch	25.25 24.57 24.39	25.43 24.78 24.59	26.40 24.90 1 24.80 1 24.83 24.99
	/-A->-		- 5

Rye .- Market steady. New York: close, ash, No. 2 West. \$1.90

Produce Markets—Current Butter .- Receipts yesterday were 15,

Orchard and Field

It was the prevailing impression that the war news of the week was largely responsible for the break in prices, while other depressing factors were the attitude of the food administration in regard to values and the liberal receipts. The local cash market was easier; fresh shelled No. 2 yellow was quoted at \$1.95%; No. 3 yellow, \$1.85%, cost and freight, New York.

Yesterday's Previous Yest New York: close, close, ago. Corn, No. 2 yellow.\$1.95\\(\) \$2.00\\\(\) \$2.16\\\(\) 2 Oats.—The oats market showed early resistance to bearish influences, but subsequently gave way in sympath with corn, ciosing %c to %c net lower. Crop accounts from the Northwest and

Sentiment was also influenced by an apprehension that the loss of the San Diego might mean the reappearance of German submarines in American

Diego might mean the reappearance of German submarines in American waters, although little or no nervousness was expressed in that matter.

There were more Southern selling orders around the ring than for some time past. This, in connection with the relatively easy ruling of Southwestern spot markets at the close on Friday and further revisions of spot quotations at Galveston, may have emphasized the approach of the new crop movement. But, after the first wave of selling had spent itself, the market steadied on the Western belt forecast for continued dry weather, and there were rallies of some 15 to 25 points from the lowest.

ly break.					100
	Yes		Previou	3 Year	(
h		close.	close.	Ago.	
ontracts:		33.50	34.10	26.75	:
		28.50	28.60	26.40	1
ober		25.25	25.43	24.90	1
ember		24.57	24.78	24,80	I
uary		24.39	24.59	24.83	
ch		34.34	24.44	24.99	85
2.72	•		-		

Metals

The consumption of steel for government purposes exceeds expectations. It is now doubtful if the mills will be allowed to continue the distribution of class "D" at their own discretion. Requirements during the first half of this year are estimated to have been 20,000,000 tons maximum government consumption. The record production during any previous six months has been 16,500,000 tons. Recent contracts let by the United States Shipping Board call for 35,000 tons for thirty

Metals

Eggs. Reccipts yesterday were 2, 294 cases. Fresh gathered extras, per dozen, 46c; regular packed, extra, firsts, 41@ 43c; seconds and poorer, 37@43c; fresh gathered dirties, No. 1, 37@38c; No. 2 and poorer, 32@38c½c; fresh gathered dirties, No. 1, 37@38c; No. 2 and poorer, 32@38c½c; fresh gathered dirties, No. 1, 37@38c; No. 2 and poorer, 32@38c½c; fresh gathered dirties, No. 1, 37@38c; State, Pennsylvania and nearby to prime, 44@49c; gathered whites, ordinary to fine, 42@50c; Pacific Coast. whites, firsts to fines, 50c; Western and Southern gathered whites, 43@48c; state, Pennsylvania and nearby hennery browns, 47@50c; gathered brown and mixed colors, 38@46c.

title and the strain of Singapore, plus frequency for the strain of Singapore, plus frequency for the strain of Singapore, plus frequency for the strain of Southwestern, blike and south the price.

A year age, follow those price.

By first literation price.

Jone, price, age, follow the strain of Southwestern, blike and over to drove as 30, 1874, 34 at 54 lbs, 345 cg, 164 dbs, 345 cg, 23 to 8 of 1bs, 355 cg, 1874, 34 at 56 lbs, 355 cg, 1874, 34 at 56 lbs, 355 cg, 1874, 34 at 56 lbs, 355 cg, 1874, 34 at 57 lbs, 345 cg, 1874, 34 lbs,

Rejected Volunteer Eats Way Into Army on Bananas in Hour

David took a slingshot, and Columbus took an egg, as his instrument of fame. It was a bunch of green bananas that made a hero of "Buttsey' silverman.

He may be the first American to cross the Rhine, or he may come home with more German helmets than any man befow Fourteenth Street, but these things will be mere afterthoughts, added to the original story of "how 'Buttsey' got by the draft." It was this exploit that loomed largest in the minds of the block, when the Eldridge Street service flag was hung over the gateway of Public School.

of the block, when the Eldridge Street service flag was hung over the gateway of Public School 65 ,yesterday afternoon.

"The first guy to go from here was Sam Silverman," began the chronicler sedately enough. But immediately he was lost in the rush of admiration for his hero. "Nobody called him Sam, though. He was 'Buttsey' to all the fellows, 'cause he smoked so many cigarettes all the time. I dunno if that was what made him thin all the time. Anyway, when he was called before the draft they said he was underweight. They didn't get away with that, though. Buttsey' he talked rough to them and made them give him another examination.

Bananas to the Rescue
"Then he went out and ate green bananas. They wasn't any ripe ones around just then, and, anyway, I guess"

cated in the presence of the entire population, in the playground of the school.

From the fire escapes opposite, on the wrong side of the street, the envious families of those who had no place on the flag looked down. They flug their own service flags to the challenge, however, just to remind the mothers of "Buttsey" Silverman and "Perky" Fegelson that theirs were not the only boys in khaki. Just as many heroes have come from the other side of Eldridge Street, only they were not quite so quick to raise their service flags.

There was a long, patriotic programme with a speech by ten-year-old Frankie Miller, "the best Four-Minute Boy in New York City," and other addresses by ex-Assemblyman Abraham Goodman and William Corbett, Joseph Taylor, chief petty officer in the block, addressed his remarks to the girls of the neighborhood.

Advice to Girls

"Then he went out and ate green bananas. They wasn't any ripe ones around just then, and, anyway, I guess maybe he figured the green ones would be, heaviest. I dunno just how many he ate-maybe five, or some says eight.

Anyway, when he went to the draft why."

Criticises Financing Of U. S. Boy Scouts

The methods employed by the United Freight Car Smashes Into Infrsts, 35\(\partial a7\(\partial c\); instant creations, firsts, 37\(\partial a7\(\partial c\); izeles, current make, firsts, 35\(\partial a7\(\partial c\); seconds, 34\(\partial c\); lower grades, 32\(\partial 33\(\partial c\); packing stock, current make, No. 1, 34\(\partial c\); No. 2, 33\(\partial c\); lower grades, 30\(\partial 33\(\partial c\). by the officers of the organization. This, the referee recommends, should be

Cheese.—Receipts yesterday were 7,194 boxes, including 1,300 boxes in transit for export. State, whole milk, fresh, flats, specials, colored, lb, 25@ 25¼c; white, 26@25¼c; average run, colored, 24¾c; white, 24¼c; lower grades, 21@24½c; twins, specials, 24¾c; average run, 24¾@24½c; lower grades, 21@24c; single daisies, 25@ 25½c; double daisies, 25@ 25½c; double daisies, 25@ 25½c; double daisies, 25@ 25½c; double daisies, 25% 25½c; double daisies, 24¼@25½c; Young Americas, 24½@26c; state skims, fresh, specials, 19@20c; prime to choice, 17½@18½c; fair to good, 14@17c; lower grades, 5@13c. ports, "were paid to the officers and soliciting agents for collecting voluntary subscriptions, and, except for the payment of commissions, there appears to be no indication of the manner of outlay of the \$42,000 collected and the \$9,000 expense incurred during 1917."

The report declares that when the appeals for money were sent out to prominent Americans the membership of the organization was represented to be as high as 200,000. Mr. Weiner reports that the membership actually did not exceed 4,000, and at no time were there more than 7,000 boys enrolled throughout the country.

When the drive started the late Major General E. A. McAlpin was president of the United States Boy Scouts. After the death of General McAlpin Colonel L. W. Amerman became head of the organization. His salary as treasurer was \$200 a month before General McAlpin's death and was afterward increased to \$300. Amerman is a jeweler.

Arthur Camp, one of the solicitors of funds during the drive, testified that he soliciting agents for collecting volun-

increased to \$300. Amerman is a jeweler.

Arthur Camp, one of the solicitors of funds during the drive, testified that he received 40 per cent of his collections. He said he at one time sent out 4000 appeal letters, which cost \$246, and the response netted \$22.50. Edward Southard told of receiving a 15 per cent commission on \$10,000 which he collected. Francis W. Winch, a publicity agent told-of getting a 35 per cent commission, and when Amerman said to him, "Where do I come in?" Winch said he turned over 15 per cent to him.

Barometer Roadings 30,0211 p.m... 30,0318 p. m.... 30,04 Local Official Forecast.—Fa'r Sunday and to-morrow; little change in temperature; gentle, shift-

15 Reported Killed In Trolley Wreck

terurban Limited in Michigan JACKSON, Mich., July 20 .- Between

have been killed and a score or more a west-bound freight car and a limited passenger car bound for Detroit, three miles west of Chelsea, to-night. Both sars are said to have been travelling at a high rate of speed.

Germans Call U.S.

spirit to endeavor with the machine of their noble Allies to threaten the German civilian population with a ruthles death."

Young Keogh is nineteen years old and has been driving an ambulant fourteen months. His brother, Lieutenant Grenville Keogh, of the France on furlough, returned this week is France.

Y. M. C. A. Will Take Over Bethel Ship Mission

Brooklyn Y. M. C. A. will take over to-morrow morning the Bethel Ship Norwegian Sailors' Mission, at 56 Sailivan Street. This will mark the strension of the Y. M. C. A.'s war won to the merchant sailors of all nations who have been braving the U-boats for four years.